



(BY AUTHORITY.)

LAW OF THE UNITED STATES PASSED AT THE FIRST SESSION OF THE TWENTY-SECOND CONGRESS.

[PUBLIC No. 4.]

AN ACT to alter the time of holding the spring term of the Circuit Court of the United States, for the Southern District of New York.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the first day of March next, a term of the circuit court of the United States for the southern district of New York, shall commence and be held at the place fixed by law for holding said court, on the first Monday of April, in each and every year; and that, from and after said first day of March, the term of said court now required by law to be held on the last Monday in May in each year, shall be abolished.

APPROVED, February 10, 1832.

[PUBLIC No. 5.]

AN ACT to authorize the Secretary of the Treasury to compromise the claim of the United States on the Commercial Bank of Lake Erie.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he hereby is, authorized to compromise and finally settle the claim of the United States on the Commercial Bank of Lake Erie, on such terms as he may deem most conducive to the best interests of the United States.

APPROVED, February 10, 1832.

[RESOLUTION No. 1.]

RESOLUTION empowering the Secretary of the Navy to settle certain contracts, and to relinquish certain forfeitures.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be empowered to relinquish and pay all forfeitures on contracts made by the Board of Navy Commissioners, when said forfeitures have arisen by the extension of contracts, or where the contracts have been completed by the approbation of the Board of Navy Commissioners, without any injury to the public service; and the Secretary of the Navy is empowered to fulfill all outstanding contracts where the time for their performance has been extended, or where the completion of said contracts has been prevented by unavoidable accident, and the public service has sustained no injury.

APPROVED, February 10, 1832.

BY THE PRESIDENT OF THE UNITED STATES.

A PROCLAMATION:

Whereas a treaty of commerce and navigation between the United States of America and the Ottoman Porte was concluded and signed at Constantinople by the respective Plenipotentiaries of the two powers, on the seventh day of May, in the year of our Lord one thousand eight hundred and thirty, and the said treaty was duly ratified, by the President, on the part of the said United States, on the second day of February, in the year of our Lord one thousand eight hundred and thirty-one, in pursuance of the advice and consent of the Senate, as signified by their resolution of the first day of that month; and whereas the ratification by the President, of the said treaty in the Turkish language, and in a translation thereof into the English, annexed thereto, was exchanged at Constantinople, on the fifth day of October, 1831, by David Porter, the charge d'Affairs of the United States near the Sublime Porte, and Nedjib Effendi, Reis Effendi of the Porte, for the ratification of the Sultan; which convention, as ratified by the President, in the English version, is, word for word, as follows:

The object of this firm instrument, and the motive of this willing well drawn up, is, that—

No treaty or diplomatic and official convention, having, heretofore, existed, between the Sublime Porte, of perpetual duration, and the United States of America; at this time, in consideration of the desire formerly expressed, and of repeated propositions which have lately been renewed by that power, and in consequence of the wish entertained by the Sublime Porte, to testify to the United States of America, its sentiments of friendship, We, the undersigned, Commissioner, invested with the high office of Chief of the Chancery of State of the Sublime Porte, existing forever, having been permitted by His very Noble Imperial Majesty to negotiate and conclude a treaty, and having thereupon conferred with our friend, the honorable Charles Rhind, who has come to this Imperial Residence furnished with full powers to ne-

gotiate, settle and conclude, the articles of a treaty, separately and jointly with the other two Commissioners, Commodore Biddle and David Olley, now at Smyrna, have arranged, agreed upon and concluded, the following articles:

ARTICLE I.

Merchants of the Sublime Porte, whether Mussulmans or Rayahs, going and coming, in the countries, provinces, and ports, of the United States of America, or proceeding from one port to another, or from the ports of the United States to those of other countries, shall pay the same duties and other imposts that are paid by the most favored nations; and they shall not be vexed by the exaction of higher duties; and in travelling by sea and by land, all the privileges & distinctions observed towards the subjects of other Powers, shall serve as a rule, and shall be observed towards the merchants and subjects of the Sublime Porte. In like manner, American merchants who shall come to the well defended countries and ports of the Sublime Porte, shall pay the same duties and other imposts, that are paid by merchants of the most favored friendly Powers, and they shall not, in any way, be vexed or molested. On both sides, travelling passports shall be granted.

ARTICLE II.

The Sublime Porte may establish Shabbenders (Consuls) in the United States of America; and the United States may appoint their citizens to be Consuls or Vice Consuls, at the commercial places in the dominions of the Sublime Porte, where it shall be found needful to superintend the affairs of commerce. These Consuls or Vice Consuls shall be furnished with Berats or Firmans; they shall enjoy suitable distinction, and shall have necessary aid and protection.

ARTICLE III.

American merchants established in the well defended States of the Sublime Porte, for purposes of commerce, shall have liberty to employ Semrars (brokers) of any nation or religion, in like manner as merchants of other friendly Powers; and they shall not be disturbed in their affairs, nor shall they be treated, in any way, contrary to established usages. American vessels arriving at, or departing from, the ports of the Ottoman Empire, shall not be subjected to greater visit, by the officers of the Customhouse and the Chancery of the port, than vessels of the most favored nation.

ARTICLE IV.

If litigations and disputes should arise between subjects of the Sublime Porte and citizens of the United States, the parties shall not be heard, nor shall judgment be pronounced unless the American Dragonian be present. Causes in which the sum may exceed five hundred piastres, shall be submitted to the Sublime Porte, to be decided according to the law, of equity and justice. Citizens of the United States of America, quietly pursuing their commerce, and not being charged or convicted of any crime or offence, shall not be molested; and even when they may have committed some offence they shall not be arrested and put in prison, by the local authorities, but they shall be tried by their Minister or Consul, and punished according to their offence, following, in this respect, the usage observed towards other Franks.

ARTICLE V.

American merchant vessels that trade to the dominions of the Sublime Porte, may go and come in perfect safety with their own flag; but they shall not take the flag of any other Power, nor shall they grant their flag to the vessels of other nations and Powers, nor to the vessels of rayahs. The Minister, Consuls, and Vice Consuls of the United States, shall not protect, secretly or publicly, the rayahs of the Sublime Porte, and they shall never suffer a departure from the principles here laid down and agreed to by mutual consent.

ARTICLE VI.

Vessels of war of the two contracting Parties, shall observe towards each other, demonstrations of friendship and good intelligence, according to naval usages; and towards merchant vessels they shall exhibit the same kind and courteous manner.

ARTICLE VII.

Merchant vessels of the United States, in like manner as vessels of the most favored nations, shall have liberty to pass the Canal of the Imperial Residence, and go and come in the Black Sea, either laden or in ballast; and they may be laden with the produce, manufactures and effects, of the Ottoman Empire, excepting such as are prohibited, as well as of their own country.

ARTICLE VIII.

Merchant vessels of the two contracting parties shall not be forcibly taken, for the shipment of troops, munitions and other objects of war, if the Captains or proprietors of the vessels, shall be unwilling to freight them.

ARTICLE IX.

If any merchant vessel of either of the contracting parties, should be

wrecked, assistance and protection shall be afforded to those of the crew that may be saved; and the merchandise and effects, which it may be possible to save and recover, shall be conveyed to the Consul, nearest to the place of the wreck, to be, by him, delivered to the proprietors.

CONCLUSION.

The foregoing articles, agreed upon and concluded, between the Riasset (Chancery of State,) and the above mentioned Commissioner of the United States, when signed by the other two Commissioners, shall be exchanged. In ten months from the date of this Temessuck, or instrument of treaty, the exchange of the ratifications of the two Powers shall be made, and the articles of this treaty shall have full force and be strictly observed by the two Contracting Powers.

Given the fourteenth day of the moon Zilcaade, and in the year of the Hegira, 1245, corresponding with the seventh day of May of the year one thousand eight hundred and thirty of the Christian Era.

(Signed.) MOHAMMED HAMED.

Reis Effendi.

Now, THEREFORE, to the end that the said treaty may be observed and performed with good faith on the part of the United States, I have caused the premises to be made public, and I do hereby enjoin all persons bearing office, civil or military, within the United States, and all others, citizens or inhabitants thereof, or being within the same, faithfully to observe and fulfil the said treaty, and every clause and article thereof.

In testimony whereof, I have caused the seal of the United States to be hereunto affixed, and have signed the same with my hand.

Done at Washington, this fourth day of January, in the year of our Lord one thousand eight hundred and thirty-two, and of the Independence of the United States the fifty-sixth.

ANDREW JACKSON.

BY THE PRESIDENT,

EDW. LIVINGSTON,

Secretary of State.

From the Western Statesman.

Rail-Road--No. 1.

It will be seen by a publication in another part of this number, that the Directors of the Lawrenceburgh and Indianapolis Rail Road Company met under the provisions of this act of incorporation, at Greeneburgh, Decatur co. on Thursday last, and organized the Company, by electing John Test President thereof, and George H. Dunn, Clerk. Books are ordered to be opened for subscription to stock, at Indianapolis, Shelbyville, Greensburgh, Lawrenceburgh, and Cincinnati, at times therein specified, and of which notice will be found in another part of the present number. This Road forms a link in a great chain, to be extended from Cincinnati to St. Louis, for the making of which, I am informed there has been a charter granted by the Legislature of Ohio, to a company in that state, who are to unite with this company, at or near the mouth of the Great Miami river, and after passing through this state, and obtaining the consent of the state of Illinois, which no doubt will be granted, they will construct it on to the Mississippi, and from thence it is to be extended to St. Louis. A more important or interesting project of Internal Improvement has never been presented to the consideration of the Western people. It will extend between four and five hundred miles, through a country the most fertile, the most densely populated, and the levellest in the world; commencing at Cincinnati, the Emporium of the west, and passing in its route, all the principal towns in this State and Illinois, and terminating at St. Louis, a place of vast mercantile business, as constituting the mart for the products of the lead mines, and all other produce reared in the extensive and luxuriant valleys of the Missouri and Mississippi rivers. The passage from Cincinnati to St. Louis, embracing the various points made by this contemplated road, requires now, something like ten or twelve days, which, when this road shall be completed, may be accomplished in ordinary travel, by that mode, in a little more than twenty four hours, and carry with it, a burden of from twenty to forty tons, and in case of emergency, the same journey may be performed in from ten to fifteen hours. It is impossible to calculate precisely the time or the whole expense of this vast undertaking, because of the many rivers and streams to be crossed, but setting aside the bridging, so far as I am acquainted with the route, the expense of a cheap, (though substantial) rail way will not cost more than two thousand dollars per mile. That part of the road in which this company is concerned, from Lawrenceburgh to Indianapolis, comprehends a distance of about ninety miles, sixty at least of which, may be said to be almost an unbroken level, and cannot at the extreme, cost twenty five hundred dollars a mile, bridging and all. There is a

charter granted by the state to a company to make a road from Madison to Indianapolis, and I am very much inclined to think that that company will find it much to their interest to unite with the Lawrenceburgh and Indianapolis road at the town of Napoleon, about thirty miles from this place. Such an arrangement would render the stock of both roads truly valuable, though it might affect the local interest of this place. A consideration, however, not to be weighed against the general utility of the road. This work, so far as to Indianapolis, may be completed in three years or less, and when done, the stock will be worth two dollars to one, of the original subscription. And even while the work is progressing it may be worth that money, because the charter allows any part of the road to be put to use as soon as finished; and it is a fact, that the Baltimore and Ohio Rail Road, when finished from Baltimore to Ellicott's Mills, at an expense of fifty thousand dollars per mile, yielded an interest of six per cent, per annum, for that portion which was finished. And comparing the prospects in anticipation, of this road and that, the chances are as much in favor of this yielding fifty per cent. as there was of that yielding five. I have no hesitation in saying, that stock in a rail road from this place to Cincinnati only, would be worth an hundred per cent. advance, on the original subscription, the moment the road was completed. There is at this time, a vast amount of travel upon the road between this place and Indianapolis. I have travelled that and the celebrated Cumberland road between Wheeling and Cumberland, and I have no hesitation in giving it as my decided opinion, that there is more travel at this day, or at least when the roads are in good order, upon the former, than on the latter. Besides, there is no just calculation can be made upon the increase of business and travel when facilities of communication and transportation are afforded. How long since about six or eight barges, and twice or thrice as many keel boats, carrying each from twenty to an hundred tons, making a voyage in some six or nine months, constituted the whole carrying trade between New Orleans and Pittsburgh, and which now requires about one hundred and fifty, or two hundred Steam Boats, making the same voyage in six weeks, and carrying each from one hundred to five hundred tons. I think I can recollect when the travel between Baltimore and Philadelphia amounted to not more than from right to ten persons daily, and at this time amounts to from one hundred to three hundred in the same time. Suppose a man could travel from here to Cincinnati in about a half an hour, without feeling a jar, and at the cost of about twenty five cents, how many more would travel than at present? For months after the rail road from Baltimore thirteen miles, to Ellicott's Mills, was finished, the passengers backwards and forwards between the two places numbered daily, as I have been credibly informed, from two to three hundred, and I presume do the same, or perhaps exceed it, at this time. This is a subject in which the western country is deeply interested, and one on which I have spent much time and labor in order to become acquainted with it; I mean the subject of rail roads, generally, and I flatter myself, that my reading and reflections have not been in vain, for I think I have acquired some knowledge, at least of the theory of the system. I intend hereafter to offer some further suggestions in relation to it, as it seems not to be generally understood.

The broken hints which are here thrown out, are intended merely to call the attention of the public to the importance of the measure above suggested in this article.

JOHN TEST.

March 1st, 1832.

Curious Compliment. A letter writer at Washington, speaking of Mr. Hayne, of South Carolina, says, "he is a perfect gentleman, but he deserves no credit for it, as he does not know how to be otherwise."

A correspondent of one of the London Journals states, that the best preventive of cholera is the eating of onions raw before breakfast, with a due proportion of salt and pepper. Gratifying news this for the ladies.

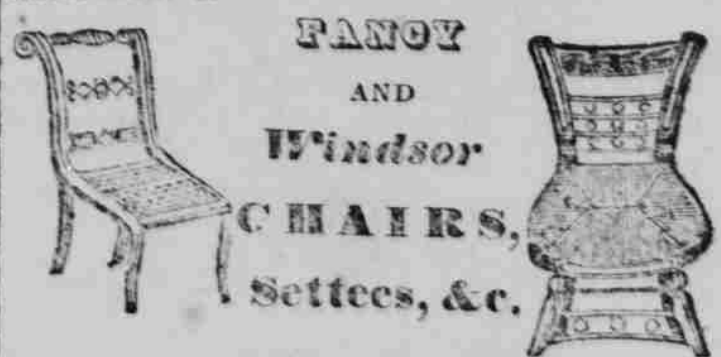
Valuable Estate. A sugar Plantation in Louisiana, belonging to Madame Margery Divasady, is said to be worth \$500,000. It consists of 600 acres of land.

The trial of Mrs. Minn, at Doylestown, Pennsylvania, on the charge of murdering her former husband, Mr. Chapman, closed on Friday, the 24th ult. The Jury returned a verdict of acquittal, after being absent two hours and a half. She was immediately discharged, and has returned to her former residence.

National Republican.

Lawrenceburgh CHAIR MANUFACTORY

THE subscriber takes this method to inform the public in general that he has established the chair making business, on High street, opposite the market house, where he will keep constantly on hand a large and splendid assortment of



Which he Warrants for durability and workmanship, equal to any in the western country; which he will dispose of, on reasonable terms. Persons wishing to purchase, will please call and judge for themselves.

WM. N. ROGERS.

Feb. 11, 1831.

Fair Warning.

THE undersigned requests those indebted to him by note or book account, to settle the same on or before the first of April next; after that time no indulgence will be given to those neglecting this notice.

FREDERICK UTZ.

Feb'y 11, 1832.—6—3w.

TAKE NOTICE.

THAT I forewarn all persons from buying or trading for a note of hand, given some time in the latter part of April or May, in the year 1829, for the sum of twenty eight dollars, payable to one Robe, one year after the said note was given, for a clock; which clock was insured to run and keep time for one year, or no sale; and said clock is of no force.

I therefore, forewarn all persons of taking the said note on my account, as I am determined not to pay it, as I consider it a fraud.

WILLIAM LAKE.

Jan. 21, 1832. 8—3w.

Cloth-Dressing.

THE subscriber informs the public that his Cloth-Dressing works at NEW BALTIMORE, OHIO, are in complete operation for the execution of work of every kind in his line. From his long experience, and the care which he takes to accommodate customers, he hopes to receive a share of public patronage. He has made arrangements for the reception of Cloth at Mrs. Mary Radcliffe's Carding Works in

HEMABETHTOWN, OHIO.

And for its return there when finished. The following are his prices for work, per yard.

For Black cloth	15 cents
" Navy Blue	15 do.
" Spuff Brown	15 do.
" Do. Dark (men's wear)	15 do.
" London Brown & Bottle Green	18-3-4 do.
" Drabbs of different shades	10 do.
" Light Spuff (men's wear)	12-1-2 do.
" Filling & pressing any name colour	6 1/4 do.
" London Brown Flannel	12-1-2 do.
" Green do.	12-1-2 do.
" All other colours	10 do.
" Financs coloured & pressed	4 do.

JAMES RADCLIFFE.

October 22, 1831. 42—tf.

RECORDER'S OFFICE.

THE Recorder's office, of Dearborn county, is kept in a room adjoining the residence of col. John Spencer, in the town of Lawrenceburgh. The undersigned proposes executing all manner of writing, such as acknowledgments on deeds & mortgages, conveyances of land, powers of attorney, cases, articles of agreement, &c. &c. for those who may think proper to employ him, on moderate terms.

THOMAS PORTER,

Feb'y 19, 1831. 7—tf Recorder.

BRIGADE ORDER.

Tenth Brigade of Indiana Militia.

Printer's Retreat, Jan. 7, 1832.

THE several regiments composing said brigade shall be mustered at such places as their respective commanders may direct, as follows.

- "The 8d regiment on Thursday, Oct. 4
- " 14th regt. on Saturday, Oct. 13.
- " 15th regt. on Wednesday, Oct. 3.
- " 44th regt. on Saturday, Oct. 20.
- " 55th regt. on Saturday, Oct. 6.
- " 60th regt. on Friday, Oct. 5.

By order of the brigadier general, ISAAC CHAMBERLIN, Aid.

TAKE NOTICE.

THAT I forewarn all persons from buying or trading for a note of hand, given the 21 day of October, 1831, for the sum of 25 dollars, payable to one Bond and Co., fifteen months after the said note was given, for a clock, which clock was insured to run and keep time for fifteen months or no sale; and said clock is of no force.

I therefore, forewarn all persons of taking the said note on my account, as I am determined not to pay it, as I consider it a fraud.

PHILIP WALDROFF.

February 4, 1832. 5—1w.

Rags! Rags!

TWO cents per pound in Cash will be given for any quantity of clean Cotton and Linnen Rags at this office.

INDIANA PALLADIUM,

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DAVID V. GULLEY,

Publisher of the Laws of the United States.

TERMS. The Palladium is printed weekly, on super royal paper, at THREE DOLLARS, per annum paid at the end of the year; but which may be discharged by the payment of TWO DOLLARS in advance, or by paying TWO DOLLARS and FIFTY CENTS at the expiration of six months.

Those who receive their papers by the mail carrier, must pay the carriage, otherwise it will be added to their subscription.